

**December 11, 2019**  
**5:30 – 7:30 p.m.**

Oregon Department of Transportation – Area 5 office  
2080 Laura Street, Springfield

To participate by telephone: **1-669-224-3412**  
Access code: **822-488-141**

*Note: Times listed are approximate. Items may be considered at any time or in any order at the discretion of the Chair and members of the Commission in order to conduct business efficiently. Persons interested in a particular item are advised to arrive at the start of the meeting.*

## **A G E N D A**

- 1. Call to order** (welcome and introductions) *Quorum = 17* **5:30**
- 2. Review agenda** (additions or deletions) **5:35**
- 3. Consent items** **5:40**  
*The following items are considered routine and will be enacted in one action by consensus, without any discussion. If discussion is desired, that item will be removed from the consent agenda and considered separately.*
  - a. Approve minutes from November 13 meeting (**quorum required**)
- 4. Comments from the audience** **5:45**  
*Please sign-up in advance on the Public Comment sheet provided at the meeting.*
- 5. Announcements and information sharing** (*please be brief*) **5:50**
  - a. ODOT update (training requirements)
  - b. Metropolitan Policy Committee update (minutes attached)
  - c. Other member updates
- 6. Protocol for selecting alternates for *Designated* and *Other* stakeholders** **6:05**  
(*quorum required*)  
**Action requested:** Approve, approve with modifications, or deny  
**Presenter:** Denise Walters, LaneACT staff

7. **Chair and Vice-Chair nominating committee update** **6:15**  
*(quorum required)*  
**Action requested:** Discuss and select Chair and Vice-Chair  
**Presenter:** Nominating Committee (Shelley Humble, Calvin Kenny, Rob Zako)
8. **Trucking representative recruitment** *(potential quorum required)* **6:20**  
**Action requested:** Discuss and possibly approve outreach method(s)  
**Presenter:** Denise Walters, LaneACT staff
9. **OTC workshop preparation** **6:30**  
**Action requested:** Discuss  
**Presenter:** Frannie Brindle, ODOT Area Manager
10. **LaneACT Visioning and ODOT Area Strategy Pilot** **7:10**  
**Action requested:** Decide if and to what extent Area Strategies process meets LaneACT needs  
**Presenter:** Denise Walters, LaneACT staff

**Other attachments** (for information only)

- 2019-20 LaneACT calendar
- Monthly attendance report
- Membership list *(November 2019)*

**Upcoming meetings**

- **December 19 – Steering Committee** (11:00 to noon) LCOG 5<sup>th</sup> floor (Camas Room)
- **January 8 – LaneACT** (5:30 to 7:30 pm) ODOT office, 2080 Laura Street
- **January 16 – Steering Committee** (11:00 to noon) LCOG 5<sup>th</sup> floor (Camas Room)
- **February 12 – LaneACT** (5:30 to 7:30 pm) ODOT office, 2080 Laura Street

*LaneACT will post meeting materials on its webpage at [www.LaneACT.org](http://www.LaneACT.org) prior to each meeting. To be included on the email notification list, please contact Denise Walters at 541-682-4341 or [dwalters@lcog.org](mailto:dwalters@lcog.org).*

## NOVEMBER 2019 -- M I N U T E S

Lane Area Commission on Transportation (LaneACT)  
Oregon Department of Transportation –Area 5 office  
2080 Laura Street, Springfield, OR

November 13, 2019  
5:30 p.m.

- PRESENT:** Claire Syrett, Eugene, Chair  
Jeff Gowing, Cottage Grove, Vice Chair  
John Fox, Coburg (alternate)  
Misty Inman, Creswell  
Mike Miller, Florence  
Don Bennett, Lowell  
Sean VanGordon, Springfield  
Calvin Kenney, Veneta  
Heather Buch, Lane County  
Gwen Jaspers, Lane County Transportation Advisory Committee (LC TrAC)  
Don Nordin, Lane Transit District (LTD)  
Chief Warren Brainard, Confederated Tribes  
Charles Tannenbaum, Highway 126 East  
Frannie Brindle, Oregon Department of Transportation (ODOT)  
Paul Thompson, Central Lane Metropolitan Planning Organization (MPO)  
Patrick Kerr, Rail Designated Stakeholder  
Shelley Humble, Other Stakeholder  
Eugene Organ, Other Stakeholder
- ABSENT:** Dunes City, Junction City, Oakridge, Westfir; Port of Siuslaw; Jeremy Light, Trucking Designated Stakeholder; Bicycle & Pedestrian Designated Stakeholder; Rob Zako, Environmental Land Use Designated Stakeholder; and George Grier and Teresa Roark, Other Stakeholders.
- OTHERS:** Terry Cole, Erik Havig, Bill Johnston, Billie O'Connor, ODOT; Madeline Phillips, City of Creswell; Larisa Varela, City of Eugene; Evan MacKenzie, City of Veneta; Becky Taylor, Lane County; Tom Schwetz, LTD; and Denise Walters, Lane Council of Governments (LCOG).

### 1. Call to Order (Welcome and Introductions)

Chair Claire Syrett called the Lane Area Commission on Transportation (LaneACT) meeting to order at 5:30 p.m. Those present introduced themselves.

## **2. Review Agenda – Additions or Deletions**

Councilor Syrett said LaneACT had been invited to participate in the pilot program to develop area strategies. Mr. Cole and Mr. Havig from ODOT had been asked to share more information. Therefore, she was combining agenda items 9 and 10 with a discussion about whether or not LaneACT members wanted to be in the pilot program. Also, Item 3, the Consent Calendar would be addressed when a quorum was present (which occurred when Ms. Humble arrived).

## **3. Consent Calendar**

### **a. Approve minutes from September 11, 2019 meeting**

Consensus: The September 11, 2019 minutes were approved as submitted.

## **4. Comments from the audience**

Becky Taylor, Lane County, observed welcoming committee members' children in the audience helped overcome the childcare barrier many participants faced. She offered to bring traffic safety coloring sheets and crayons to future meetings. When Councilor Syrett asked if LCOG staff were able to provide any ongoing support, Mr. Thompson emphasized LCOG was a family friendly organization. Ms. Walters offered to put together an activity box for children and work on other family friendly components for the ACT.

## **5. Announcements and information sharing**

### **a. ODOT Update**

Ms. Brindle announced the *ConnectOregon* Rule Advisory Committee was holding a public hearing on the proposed draft rules for the program. The meeting was scheduled for November 20, 2019 in Salem. Teleconferencing was an option. Ms. Brindle said more information was available on the *Meeting Notice* flyer she had put on the sign-in table.

### **b. Metropolitan Policy Committee Update**

Mr. Thompson said the MPC meeting in October included LTD presentations on the re-implemented student transit program, the new electronic fare system, and the Electric On-Demand Electric Transit (EmGO) service in downtown Eugene. MPC members also discussed the Oregon Metropolitan Policy Organizations Consortium event envisioned for November 2020. The event focused on transportation and related issues such as housing and social equity.

Mr. Thompson unveiled the newly adopted name for LCOG's rural transit service, LinkLane, and its new logo. He said they planned to start Eugene-Florence service late January, 2020.

# MINUTES

Metropolitan Policy Committee  
Eugene Public Library—Bascom/Tykeson Room—100 West 1th Avenue  
Eugene, Oregon

October 3, 2019  
11:30 a.m.

**PRESENT:** Lucy Vinis, Chair; Claire Syrett (City of Eugene); Joe Berney, Pete Sorenson (Lane County); Christine Lundberg (City of Springfield); Frannie Brindle (Oregon Department of Transportation), Kate Reid (Lane Transit District); Ray Smith (City of Coburg), members; Dan Hurley for Steve Mokrohisky (Lane County), Mary Bridget Smith (City of Springfield), Matt Rodriguez for Jon Ruiz (City of Eugene); Aurora Jackson (Lane Transit District); *ex officio* members.

Paul Thompson, Kelly Clarke, Dan Callister, Ellen Currier, Andrew Martin, Anne Davies, Howard Schussler (Lane Council of Governments); Rob Inerfeld (City of Eugene); Emma Newman, Tom Boyatt, (City of Springfield); Jeff Kernen (City of Coburg); Becky Taylor (Lane County); Bill Johnston (Oregon Department of Transportation); Cody Franz, Gilly Garber-Yonts, Tom Schwetz, Andrew Martin, Cosette Rees, John Ahlen, Theresa Brand (Lane Transit District); Rob Zako, Claire Roth (Better Eugene-Springfield Transportation); Tim Goodman (Comcast); Laughton Elliott-Deangelis (Springfield Safe Routes to School).

## WELCOME, CALL TO ORDER AND INTRODUCTIONS

Ms. Vinis called the meeting of the Metropolitan Policy Committee (MPC) to order and those present introduced themselves.

## APPROVE SEPTEMBER 5, 2019, MEETING MINUTES

Ms. Lundberg, seconded by Mr. Smith, moved to approve the September 5, 2019, MPC meeting minutes as presented. The motion passed unanimously, 8:0.

## ADJUSTMENTS TO THE AGENDA/ANNOUNCEMENTS FROM MPC MEMBERS

There were no adjustments or announcements.

## COMMENTS FROM THE AUDIENCE

**Rob Zako**, Better Eugene-Springfield Transportation (BEST), described his background with cars while growing up in Detroit. He said it was difficult to drive on the south side of Eugene because of the congestion on the road. Current transportation system plans (TSPs) called for expansion of various roads and highways, but nothing in south Eugene. He questioned what would be done to address traffic congestion.

Ms. Lundberg observed that it was still a car-oriented society, including in the Eugene-Springfield metro area, and congestion was a growing problem even in communities that encouraged biking. It would take a shift in thinking and unacceptable levels of congestion to get people to use other modes of transportation. She welcomed suggestions to encourage people to get out of their cars.

Mr. Sorenson said some time ago the Oregon Department of Transportation (ODOT) hired a consultant to study areas in the state such as Bend, Eugene and Salem and present information on what it would take to convince people to shift from cars to other transportation modes. He asked if either the consultant could return or a video of his presentation shown as it was relevant to many of the regions goals with respect to more active transportation and healthier lifestyles.

Mr. Thompson said the MPO was about to embark on updating its long-range plan. He said it would be a 12- to 18-month process. In previous iterations of the plan health and active transportation had not been addressed and this could potentially provide an opportunity to incorporate those elements in an updated plan.

## **METROPOLITAN PLANNING ORGANIZATION (MPO) ISSUES**

### **Amendment to FFY 2018-2021 Metropolitan Transportation Improvement Program (MTIP), Springfield Safe Routes to School (SRTS)**

Mr. Callister said the amendment was a request from Point2point to program \$106,268 in unobligated Surface Transportation Block Grant-Urban (STBG-U) funds to the Springfield School District Safe Routes to School Program to cover half the cost of a SRTS coordinator position. He said no input was received during a 30-day public comment period and a public hearing on the amendment was held at the MPC's September 2019 meeting. The Transportation Planning Committee (TPC) recommended approval of the amendment.

Ms. Syrett, seconded by Ms. Reid, moved to approve the amendment to FFY 2018-2021 Metropolitan Transportation Improvement Program, Springfield SRTS. The motion passed, 8:0.

### **OMPOC Event and Survey**

Mr. Thompson pointed out that a copy of the survey was included in the agenda packet. He said the survey was intended to identify themes of interest to MPO members at a November 2020 OMPOC summit. He encouraged MPC members to respond. He said a few responses had been received to date and reviewed the topics that were of interest.

Ms. Lundberg invited comments from MPC members on topics of interest that she and Ms. Reid, as the committee's OMPOC representatives, could advocate for.

Mr. Smith suggested the topic of public transportation in rural communities. He said there was a significant amount of commuter traffic traveling through Coburg to the Eugene-Springfield area and public transportation could take some of those cars off the road. More frequent transit service could also provide Coburg residents with a convenient way to travel to the metro area.

Mr. Berney commented that the climate change topic was vague and suggested something more specific such as net zero public transportation system connected to economic development. Mr. Thompson said someone had also suggested a topic on how public mobility on demand could begin to serve areas not served by the existing transit system.

Mr. Sorenson suggested scheduling the summit after the November 2020 elections in order to have a better understanding of changes in Congress, the future of transportation funding and whether MPOs would need

to shift their approach to long-range planning. Mr. Thompson said OMPOC made a conscious decision to schedule the conference in November after the election, in part because the current federal transportation legislation was expiring in September 2020 and more might be known about a new reauthorization.

Ms. Syrett said the topic on transportation impacts on housing and affordability could also include a discussion of the impact on transportation of housing and affordability as people chose to live outside metro areas because it was more affordable. That affected their transportation choices. She agreed that the climate change topic should be more specific and could be framed either as how transportation responded to climate change or how climate change affected transportation needs. She said how climate change was responded to also involved issues of equity and how a person's financial situation impacted their ability to respond.

Ms. Lundberg commented that work was being done at the federal level on a blueprint for the next transportation bill and this was an opportune time to provide input on that legislation during the United Front visit.

Ms. Vinis concurred with Ms. Syrett's comments on transportation and housing as two major impacts on climate were vehicles and buildings. Connectivity was an important element in housing development along corridors and within the urban growth boundary and had a direct impact on the transit system and a robust multi-modal system.

#### **Beaver/Hunsaker Update**

Ms. Taylor thanked the MPC for approving \$600,000 in funding so the County could provide some temporary and much-needed pedestrian safety improvements on the Beaver/Hunsaker corridor in response to a pedestrian fatality in January. She said \$9 million was still needed in the long-term to upgrade the entire corridor to provide sidewalks, but the MPC's funding helped make the area safer immediately. She said approval was granted for a federal-state fund exchange and the County was now working with state funds, which would expedite the process and reduce costs to approximately \$500,000. Construction would begin in the summer of 2020.

Mr. Thompson said the unspent funds would be returned to the MPO.

#### **LTD Student Transit Pass, EmGo and Electronic Fare System Update**

Ms. Rees began her presentation by citing LTD's mission statement, which drove many of the decisions made by LTD. She said she would discuss the new student transit pass program, two mobility on demand pilot projects and the recently launched electronic fare system.

Ms. Rees said the student transit pass was funded by Statewide Transportation Improvement Fund (STIF) dollars established by the legislature under HB 2017. The legislation required a minimum of one percent of the funds be spent on K-12 student transportation. She said LTD was spending more than one percent in order to restore free transit passes to grades 1-12. The program would ease the transportation burden on families; provide greater access for youth to participate in education, activities and the community; and create new transit users. She said the student transit pass was implemented on September 1, 2019, and LTD is working with school districts and other partners to promote the program. Student pass users will be transitioned to the new TouchPass system around January 1, 2020. TouchPass is the new electronic fare system and will provide data on the extent to which the student pass program was used and how it was used. She said during the months of September and October parents and guardians could ride free with their children to alleviate concerns about using the bus.

Mr. Ahlen said LTD had been a nationwide leader in providing fully accessible transportation services. Mobility on demand was a new transportation option to help people get to their destinations. The Cottage Grove pilot project was an origin to destination service using new technology application called TransLoc. Users could also book trips on the LTD website or by phone. He said the service operates Monday through Friday from 7:00 a.m. to 7:30 p.m. He said the fare was \$1.00, although anyone with an LTD pass could ride free. He said a second vehicle was added during peak hours, wait time was typically under 10 minutes and as ridership and efficiency increased the cost of the service decreased.

Mr. Ahlen said the downtown Eugene mobility on demand service - EmGo - was launched in late August 2019 and operated with all-electric vehicles. He said wait times were very short and limited to trips within downtown Eugene. TransLoc was used to book trips for both the Cottage Grove and Eugene mobility on demand pilots. Currently three EmGo vehicles were in service, with a fourth ordered that is wheelchair accessible. He reviewed popular locations for pickup and drop off. He said EmGo was operated in partnership with Lane Council of Governments, the City of Eugene and Lane County. Factors to consider when evaluating the service were alleviation of congestion and lack of parking in downtown.

Ms. Rees said LTD's previous fare system required that all fares be validated visually by bus operators and the large number of fare instruments was confusing to customers and slowed the boarding process. The new TouchPass electronic fare system was being implemented in a phased approach. The mobile application was launched first and the technology allowed the use of an application on a smart phone or a tap card. Previously the value of a customer's pass was in that piece of paper; with TouchPass the value was account-based and stored in the cloud. Loss of a tap card would not mean loss of value and riders were appreciative of that benefit. She said the system also provided for stored value and fare capping. Fare capping meant that instead of having to pay the entire cost of a pass upfront, a customer could add dollars to their account over a calendar month and once the pass value was reached rides were free through the end of the month.

Ms. Rees said other benefits of TouchPass were speedier boarding, increased independence, expanded retail network for purchasing fares, greater accountability and better customer convenience. She the system would also allow for integration with other transportation modes in the future.

Mr. Sorenson asked if the expense of the new technology was worth it. He recently visited a community half the size of Eugene that offered free bus service and wondered if LTD had considered that. Ms. Rees said one of the benefits of the new technology was the amount of data that could be collected and used to make good decisions about service. She said mobility on demand like EmGo represented a very different model for public transportation which took service to people with the use of technology.

Mr. Berney asked what type of information was being collected on the pilot programs and whether there was an opportunity to ask some specific questions. Mr. Ahlen said the pilot programs were intended to determine what type of service worked best and what could be considered success. He said a passenger survey was being developed for the Cottage Grove and EmGo services and invited MPC members to let LTD know what kind of measures of success they were interested in or other data they would like to see.

Mr. Berney said he would like to see information on the cost benefit of reaching populations that were truly needy, how full mobility on demand vehicles were, the cost per ride and the cost to LTD of the new technology and services. Mr. Ahlen said LTD owned the vehicles and had used grant funds such as STIF and service providers such as South Lane Wheels in Cottage Grove and RideZero in Eugene operated the vehicles during the pilot period.

Mr. Berney asked if the technology could track use of the service by vulnerable populations. Ms. Rees replied that was the reason for two very different types of pilot programs operating in two very different communities. Early information indicated that frequent destinations in Eugene were for shopping and entertainment, while in Cottage Grove destinations were frequently to medical and community services.

Ms. Reid commented that these were only three of LTD's initiatives. She said there was congressional interest in the cost per boarding, with paratransit service costing about \$30 per ride and mobility on demand costing about \$8. Mr. Ahlen added that mobility on demand was more efficient and cost effective and increased customer independence.

Mr. Sorenson asked if people could stand up and hold on in EmGo vehicles to make boarding and getting off quicker. Ms. Jackson said the lighter weight mobility on demand vehicles were subject to seatbelt requirements.

Mr. Smith expressed interest in the data being collected and how mobility on demand service could apply to rural communities.

### **Follow-up and Next Steps**

- **ODOT Update**—Ms. Brindle announced the Oregon Transportation Commission would host a workshop with the Oregon Area Commissions on Transportation and MPOs in December 2019.
- **Springfield Main Street Safety Update**—Ms. Brindle said a 2008 news article identified east Main Street as one of the top 10 Oregon roads for concentration for motor vehicle-related fatalities, including pedestrian deaths. Since that time ODOT and the City of Springfield had been working on safety improvements and highlighted several of those projects. When completed, the cost of safety improvements would be \$4,296,000, and a celebration was being planned.
- **Rail Update**—None.
- **LaneACT Update**—Ms. Brindle said preparation for the Oregon Transportation Commission workshop would be the topic of discussion at the ACT's November meeting.
- **MTIP Administrative Amendments**—None.

The meeting adjourned at 1:00 p.m.

(Transcribed by Lynn Taylor)

Ms. Humble joined the meeting at 5:38 p.m.

**c. Other member updates**

Ms. Humble announced two of the five taxi lane improvements at the Creswell Airport had been completed. She added the advisory committee for the state's Critical Oregon Airport Relief (COAR) grant program had met and agreed members would review applications from other ACTs but not their own jurisdiction.

Mr. Kerr said the first of many tunnel improvement projects on the Coos Bay Railroad Line had been completed. He also thanked ODOT staff for their work on the Highway 126/Veneta transit facility area.

Mr. Nordin described LTD's meeting the prior evening regarding the Transit Tomorrow recommendations. About 100 people attended to advocate Route 28 (Downtown to Martin Street/West Amazon) service be maintained.

Commissioner Buch expressed appreciation to ODOT staff for their work on the McKenzie Highway Safety Study.

Mr. Organ shared he had been appointed to the Public Transportation Advisory Committee (PTAC). He already served on the PTAC ADA workgroup, part of the settlement agreement.

Councilor VanGordon described the City of Springfield's efforts in recruiting a new city manager. He anticipated candidate interviews would be held mid-January. He also highlighted two projects had been completed from the 2018 Bond Measure (20-296).

Mr. Thompson referred to the City of Coburg's success in passing a local option gas tax measure. Although it had failed the first time it was proposed, eighty percent of the voters supported the measure in 2019.

**6. Member Presentation – City of Creswell**

Councilor Inman began a Powerpoint presentation entitled *Creswell Transportation Update*. She emphasized the largest transportation problem in Creswell was where Highway 99 entered the city and made a jog to the east, crossing the railroad tracks. She highlighted work was completed on the adjacent ADA compliant sidewalk. Other improvements to the area were outlined in the recently updated Transportation System Plan (TSP).

Ms. Phillips, Creswell Planner, explained the cost to resolve the problem required state resources. She had found it problematic when ODOT staff in different divisions were not aligned in their approaches to the issue. Ms. Phillips opined it was too difficult to get assistance with small projects or incremental improvements. She described parking in front of Dari Mart, another site of concern, where ODOT requirements limited options for resolution.

Turning to the TSP, Ms. Phillips discussed their use of an online survey and an information flyer, *Creswell Conveyance*, to encourage public involvement. She noted the TSP informed three other planning projects currently underway: the Downtown Plan Update, the Safe Routes to School (SRTS) Action Plan, and the Highway 99 Corridor Vision. Ms. Phillips highlighted their elementary school was the largest in the County, and 80% of the city's residents were within the SRTS one-mile criteria.

When Councilor Syrett asked how much housing was currently in downtown Creswell, Ms. Phillips explained at this time most of it was single family residents. In order to accommodate the estimated increase growth (850 units) more housing was needed, especially residential over commercial developments.

Mr. Thompson noted LCOG was conducting interviews soon for a Rural SRTS Coordinator who would be housed at LaneESD.

Responding to Mr. Organ's question if LaneACT's support would assist Creswell in their pursuit of SRTS grants, Ms. Phillips said yes. When he further suggested LaneACT hold a meeting in Creswell and conduct a tour of the area as they had done in Florence, Ms. Phillips and Councilor Inman said they would be happy to host such a meeting.

Councilor Syrett suggested the Steering Committee discuss touring Creswell and the other smaller cities represented on the ACT.

Councilor Fox joined the meeting at 6:15 p.m.

## **7. Chair and Vice-Chair Nominating Committee**

Ms. Walters requested LaneACT establish an Officer Nominating Committee. She reviewed the duties for those serving on the committee and referenced the Chair/Vice-Chair attributes and responsibilities outlined in the agenda packet material. Ms. Walters noted Rob Zako had agreed to serve on the Nominating Committee. Councilor Kenney and Ms. Humble volunteered.

## **8. Americans with Disabilities Act (ADA) – ODOT program update**

Ms. O'Connor, ODOT ADA Program Delivery Manager, gave a Powerpoint presentation entitled *ODOT ADA Settlement Agreement and Transition Plan*. She said in Lane County 24.9% of the population had a disability. A mobility disability was the most common. Ms. O'Connor reviewed the ADA lawsuit against ODOT, the components of the resulting settlement agreement, and the transition plan. She emphasized the agreement included full program access. In addition to transportation components such as curb ramps, pedestrian signals, and temporary pedestrian routes at construction sites, ODOT needed to address its facilities, documents/forms, communications, employment, outreach and meetings. Ms. O'Connor went into detail regarding the curb ramp design standards, the statewide inventory, and the compliance timeline. She also discussed the type of projects (state or local) that triggered curb ramp improvements.

When Mr. Nordin asked how ODOT staff prioritized the mitigation work, Ms. O'Connor explained projects were bundled by location. There was also a priority list that was part of the settlement agreement.

Ms. Brindle added curb ramps on Mohawk and 126 East in Springfield was a project on the priority list. It was now under construction.

Councilor VanGordon thanked Ms. O'Connor for her presentation. Thinking of future presentations, he requested there be a larger emphasis on projects specific to Lane County and less review of the settlement agreement and technical specifications.

Responding to Councilor Syrett's question about how ODOT measured their progress in doing outreach, Ms. O'Connor explained they tracked the number of organizations receiving presentations. She wanted people to learn about how much had been accomplished.

When Mr. Organ asked about accessibility at public transit facilities, Ms. O'Connor confirmed that was part of the full program access.

## **9. OTC Workshop Presentation**

Ms. Brindle announced the Oregon Transportation Commission (OTC) Workshop with ACT chairs and vice-chairs had been scheduled for December 16 and 17 in Lebanon. She had not yet received a set of guiding questions as in prior years, but expected some to be sent beforehand.

Councilor Syrett announced LaneACT was meeting December 11, 2019. She suggested discussing the OTC workshop at that meeting.

## **10. Regional transportation vision, needs, and priorities**

Ms. Brindle referenced the previously announced proposal for LaneACT to participate as one of two ACTs in the pilot project to identify strategic priorities. She introduced Terry Cole, ODOT Region 2 Planning Manager, and Erik Havig, ODOT Planning Section Manager, to discuss the proposed pilot project.

Councilor Syrett advocated for LaneACT to be one of the two ACTs to pilot the process.

Mr. Havig recalled the 2018 OTC Workshop with the ACT chairs. He said people raised issues about the future role of ACTs in light of House Bill 2017 (HB2017). Some thought there was value in ACTs developing regional strategies. ODOT planning staff had been working to clarify the desired outputs and develop process guidelines. Mr. Havig asserted the regional strategies were important both to inform the OTC and future legislative transportation investment plans.

Mr. Cole said the regional strategies put ACTs at the beginning of the decision-making process instead of focusing on the end (projects funded).

Mr. Havig reviewed the *Area Strategies Pilot Guidelines*, Attachment 9A in the agenda packet. He emphasized the work built on existing local TSPs, Regional Transportation Plans (RTP), and state facility plans. The result was a list of key strategic investments: an agreement of what rises to the top and why. Mr. Havig discussed each of the strategic investment categories (Highway Modernization, Non-Highway Modernization, Operations, Safety, Natural Hazards, and Rail/Air/Marine). He explained the area strategies did not supersede data-driven programs, such as the All Roads Transportation Safety (ARTS) program.

When Mr. Thompson asked what support LaneACT received as a pilot ACT, Mr. Havig said ODOT paid for the consultant who facilitated and documented the decision-making.

Responding to Mr. Nordin's question about where pipelines fit in the strategic investment categories, Mr. Havig explained they could be either a resiliency concern (Natural Hazards) or part of the Rail/Air/Marine category.

Councilor VanGordon concurred with Councilor Syrett. He liked that LaneACT member would be able to influence the process. He also asked how the area strategies would be used in Salem.

Mr. Tannenbaum remembered several instances over the last few years where LaneACT had submitted their priorities in grant applications but those priorities had not been respected. Mr. Thompson agreed. He noted the SuperACT priorities had also been overruled by the OTC. He had concerns that the area strategies would also be disregarded.

Councilor VanGordon asked if there was a "champion" for ACT area strategies on the OTC. He opined it represented a cultural shift that needed leadership. In response, Mr. Havig said two OTC members had been very excited about the idea after the 2018 workshop.

Commissioner Buch supported the idea that LaneACT be a pilot for the process. She thought it would allow the Commission to identify its goals and coalesce as a group.

Mr. Cole agreed visioning/goal setting was a precursor to the area strategies. He assured LaneACT members ODOT planning staff was very open to co-creating the process.

Consensus: LaneACT members agreed to serve as one of the pilot ACTs for developing area strategies.

Mr. Cole thanked LaneACT members. He anticipated they would return in February or March of 2020 to start the process.

## **11. Adjournment**

Councilor Syrett adjourned the meeting at 7:40 p.m.

*(Recorded by Beth Bridges)*



**Lane Area Commission on Transportation**

895 Willamette Street, Suite 500, Eugene, Oregon 97401-2910

541.682.4283 (*office*)

Agenda Item 6

**Protocol for selecting alternates for Designated and Other Stakeholders**  
***(quorum required)***

**Presenter**

Denise Walters, LaneACT staff

**Action requested**

Review, modify as necessary, and/or approve protocol.

**Summary**

In January 2018 LaneACT amended its Bylaws to allow alternates for Designated and Other Stakeholders. At its November 2018 meeting LaneACT adopted a protocol to elaborate on the intent and provide guidance on when it is appropriate for Designated or Other Stakeholder positions to have an alternate. However, direction on the selection process for such alternates remained a gap. The proposed amended protocol (attached) is intended to fill this process gap.

**Attachments**

- A. Draft Amendment to APPOINTMENT OF ALTERNATES FOR DESIGNATED and OTHER STAKEHOLDERS PROTOCOL
- B. Bylaws excerpt on alternates



**Lane Area Commission on Transportation**

895 Willamette Street, Suite 500, Eugene, Oregon 97401-2910  
541.682.4283 (office)



APPOINTMENT OF ALTERNATES FOR DESIGNATED and OTHER STAKEHOLDERS  
PROTOCOL

Adopted November 14, 2018

[Amended XX, 2019](#)

- I. The LaneACT Bylaws include the provision for alternates for Lane County and Cities, the Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians, Port of Siuslaw, Lane Transit District, Oregon Department of Transportation, Central Lane Metropolitan Planning Organization, Lane County Transportation Advisory Committee, and Highway 126 East.
- II. On November 14, 2018, LaneACT determined in some instances it would be appropriate for Designated and Other Stakeholders to also have alternates given the length of commitment (four years).
- III. This protocol further defines instances where it would be appropriate for Designated and Other Stakeholders to have alternates.
- IV. Alternates for Designated and Other Stakeholders are considered appropriate when the stakeholder represents a formally organized group, program, or association (with charter, by-laws, articles of incorporation, and associated elements) which can provide consistency in representation of issues as well as maintain an understanding of LaneACT purpose and process (Safe Routes to Schools Program, for example); and when the primary stakeholder is unable to substantially meet participation requirements.
- V. When an alternate for a Designated or Other Stakeholder is deemed appropriate according to Section IV of this Protocol, the following procedures for appointment shall apply:
  - A. During an open posting for members: both the primary and desired alternate should submit applications for consideration indicating which function they will serve (primary/alternate).
  - B. When the need or request for an alternate emerges during a stakeholder term: candidates from the formally organized group, program, or association whom the primary stakeholder represents shall submit an application for consideration by LaneACT.

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IV.VI. [Consideration of applications for alternates shall follow the same process for consideration as primary representatives. Typically, LaneACT appoints an ad hoc committee \(which could also be the Steering Committee\) to review applications and make a recommendation to the full LaneACT for consideration and decision.](#)

DRAFT



**Lane Area Commission on Transportation**

895 Willamette Street, Suite 500, Eugene, Oregon 97401-2910  
541.682.4283 (*office*)

Agenda Item 7

**Officer Nominating Committee**  
***(quorum required)***

**Presenter**

Nominating Committee (Calvin Kenney, Shelley Humble, Rob Zako)

**Action requested**

Discuss and vote on officers (Chair and Vice-Chair) for 2020.

**Summary Discussion**

LaneACT established an ad hoc Officer Nominating Committee consisting of Shelley Humble-Other Stakeholder, Councilor Kenney-City of Veneta, and Rob Zako-Environmental Land Use Stakeholder to develop officer nomination proposals. The Committee organized outreach via email and held a teleconference on Tuesday, November 26<sup>th</sup> to discuss options based on discussions with potential candidates for Chair and Vice-Chair.

The Nominating Committee considered the changing state of LaneACT since HB2017 and the current opportunity to advance a solid foundation and purpose in 2020 through upcoming efforts such as the Area Strategies pilot and visioning. While there was no question about the capacity of candidates to serve successfully as the Chair and Vice-Chair, the Nominating Committee identified a number of benefits to be had from consistency in the Chair and Vice-Chair positions at this time in the life of LaneACT.

The Nominating Committee proposes a continued slate of:

Councilor Syrett – Chair

Mayor Gowing – Vice-Chair

**Background**

Per the LaneACT Bylaws, a Chair and Vice-Chair shall be elected every year by voting members of LaneACT. The Bylaws do not include any term limits on either position. The Chair shall preside at all meetings attended, sign documents and correspondence, orient new members, approve agendas, represent LaneACT in other venues and serve as LaneACT's official spokesperson. The Vice-Chair shall serve as the Chair's primary alternate and shall preside at LaneACT meetings in the Chair's absence and assist the Chair in new member orientations as needed. Officers shall serve one-year terms starting at the first meeting of the calendar year.

**Attachments**

None.



**Lane Area Commission on Transportation**

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541.682.4283 (*office*)

## Agenda Item 8

# Trucking Stakeholder Recruitment

### **Presenter**

Denise Walters, LaneACT staff

### **Action requested**

Discuss and possibly determine outreach method(s).

### **Summary Discussion**

Jeremy Light, LaneACT Trucking Stakeholder resigned from his position in November 2019. Mr. Light cited work obligations as preventing him from serving LaneACT in the manner he had hoped. For the last Trucking recruitment (2016) LaneACT directed staff to conduct a modified process wherein ACT members were asked to reach out within their communities to identify individuals who could represent trucking and freight interests. This decision was informed by the focus and level of experience desired for the position as well as the high demands on those with such knowledge and experience. LaneACT may wish to consider others who may have such knowledge and expertise regarding freight movement by truck, should a representative from the trucking industry be difficult to attract.

Staff requires direction as to whether LaneACT wishes to use a similar outreach process as established in 2016 or do a more formal recruitment; and if so, what level of recruitment/outreach LaneACT envisions. While recruitment for the Trucking stakeholder began in 2016, the position remained unfilled for close to two years. Mr. Light's term was to end May 31, 2022.

### **Attachments**

None.



**Lane Area Commission on Transportation**

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541.682.4283 (*office*)

## Agenda Item 9

# Oregon Transportation Commission annual workshop

### **Presenter**

Frannie Brindle, ODOT Area 5 Manager

### **Action requested**

Discuss and provide direction to the Chair and Vice-Chair.

### **Summary**

The OTC will hold its annual workshop on Monday and Tuesday, December 16 and 17 in Lebanon. The chairs and vice-chairs of the ACTs have been invited to participate in a discussion with the OTC at the Tuesday meeting. The discussion will begin at 1:30 and is scheduled to last 2.5 hours.

The OTC has provided the ACT chairs with a list of questions that will be discussed at the meeting. The questions are attached to this summary memo, along with draft responses prepared by LaneACT ODOT staff.

At the LaneACT meeting on December 11, staff will review and discuss the questions with the ACT. The purpose of the discussion is to provide direction to the Chair and Vice-Chair, to help them prepare for their meeting with the OTC and more accurately represent the broader thinking of the ACT members.

The draft responses, prepared by staff, are based on recollections of previous discussions that occurred at LaneACT meetings over the last two years. LaneACT members may have additional thoughts and are welcome to refine and add to these responses.

Recall there was some discussion of this topic at the November 13 LaneACT meeting. Additional background materials were provided in Agenda Item 9 (in the Nov. 13 packet). These included (1) the 2018 OTC ACT survey results, and (2) LaneACT talking points prepared for the 2018 OTC annual workshop. These documents are not included in this packet to conserve paper. They may or may not be referred to at the Nov. 13 meeting. Electronic versions will be displayed on the monitor if necessary.

### **Attachment**

A. LaneACT talking points for the 2019 OTC annual workshop (draft)

Oregon Transportation Commission annual workshop – December 2019

## LaneACT talking points

[ DRAFT: November 27, 2019 ]

For background and context, refer to the summary memo for Item 9 included in the December 11 LaneACT agenda packet.

**QUESTION 1** – Given the transportation needs in your area and statewide, please reflect on the 2021-2024 STIP process and tell us:

**a. What went well?**

RESPONSE

1. The ODOT Director's office made an effort to keep the ACTs informed of their discussions with the OTC as the STIP was being developed, by providing monthly updates that were presented at ACT meetings.
2. The survey conducted in Sept 2018 allowed the ACTs to provide some input for the OTC to consider in establishing strategic investment priorities.
3. (reserved for additional comments)

**b. What could have gone better?**

RESPONSE

1. Some of the presentation materials for the monthly updates (provided by the Director's office) were confusing, not informative, or repetitive – possibly because there wasn't enough new information to present. Fewer updates might have worked better.
2. The OTC could have been more engaged with the ACTs, to address the ACTs' concerns about their diminished role in identifying local and regional funding priorities.
3. (reserved for additional comments)

**c. What should the OTC consider making changes to in the upcoming 2024-2027 STIP process?**

RESPONSE

1. The OTC should consider re-establishing the STIP *Enhance Program*, which provided a more significant role for the ACTs in selecting locally-significant projects to fund.

2. The ODOT *Area Strategies Initiative* (LaneACT is participating in the pilot effort) will probably result in a list of high-priority, regionally-significant projects. If possible, the STIP should include funding to construct some of these projects. The LaneACT understands that many of these projects are very expensive and can only be funded through a major legislative initiative (like HB 2017) or with a significant increase in federal funding.
3. ODOT and the OTC should review the outcome of the 2021-24 STIP *Fix-It* and *Leverage* programs. Some adjustments may need to be made for 2024-27. For example, in Area 5 the most meaningful *Leverage* opportunities (e.g., sidewalk infill along an urban section of roadway) were eliminated from consideration because the underlying *Fix-It* projects were eliminated (because they were too expensive). The *data-driven* methodology that was used may not have produced the best results. It might be more effective to combine and redirect funding to some of the more expensive projects that otherwise wouldn't be funded.
4. (reserved for additional comments)

**QUESTION 2** – Please consider and address the following issues:

**a. Communications with advisory bodies and stakeholders.**

*Note from LaneACT staff: This refers (we think) to the advisory committees appointed by the OTC or the ODOT Director, including: bicycle & pedestrian, continuous improvement, freight, public transportation, rail, safety, and other committees.*

RESPONSE

1. ACTs should be kept apprised of the advisory committees' activities.
2. ACTs should be given an opportunity to provide input into the recommendations the advisory committees provide to the OTC. This could be accomplished by appointing ACT members to the advisory committees, or providing the ACTs with an opportunity to review and comment on the recommendations.
3. (reserved for additional comments)

**b. Advisory committee's roles in the process**

*Note from LaneACT staff: This refers to the advisory committees (referred to in the previous question) and their role in reviewing grant applications (e.g., Connect Oregon) and project lists developed by ODOT, and recommending which projects to fund.*

RESPONSE

1. Advisory committees with specialized expertise serve a useful role.

2. ACTs are also an important resource. They need to remain involved in recommending funding priorities to the OTC and the Legislature. ACTs are the most familiar with the needs of individual communities, and region they represent.
3. (reserved for additional comments)

**c. Allocations among categories to meet needs**

*Note from LaneACT staff: This refers to the strategic investment categories identified in the current STIP, including: (1) highway modernization, (2) non-highway modernization, (3) operations, (4) safety, (5) natural hazards, and (5) rail, air and marine.*

**RESPONSE**

1. The LaneACT understands the challenge presented to the OTC in balancing these competing priorities. We don't have any specific suggestions at this time for adjusting the allocations that were used to develop the 2021-24 STIP.
2. LaneACT is participating in the pilot effort to develop an *Area Strategy*. (This was previously referred to in the response to Question 1.c.) This exercise will require the ACT to consider these investment categories carefully, and determine which categories are the highest priority for the LaneACT region. After we complete this effort next year we will have more insight and may be able to offer a recommendation.
3. (reserved for additional comments)



**Lane Area Commission on Transportation**

895 Willamette Street, Suite 500, Eugene, Oregon 97401-2910

541.682.4283 (*office*)

## Agenda Item 10

# LaneACT Visioning and ODOT Area Strategy Pilot

### **Presenter**

Clarie Syrett, Chair

### **Action requested**

Discussion.

### **Summary**

At its September meeting the LaneACT decided to move forward with developing a transportation vision and statement of priorities. Based on the information available at the time, the next step was to further define the purpose and goals of the visioning process. However, at its November meeting LaneACT learned more about the Area Strategies Initiative and agreed to participate as a pilot ACT.

With the insights on the Area Strategies Initiative provided by Terry Cole and Erik Having at the November meeting, LaneACT may discuss the degree of alignment between LaneACT's visioning process and the Area Strategy process proposed by ODOT. LaneACT may consider if its goals can be achieved:

1. within the Area Strategies process;
2. through a hybrid (Area Strategies/Visioning) process;
3. in two distinct parallel processes; or
4. some other combination of efforts.

### **Background and Supporting Information**

LaneACT's earlier discussions identified the following aspirations for the visioning process:

- LaneACT is more proactive in meeting the region's transportation needs
- LaneACT advocates from a place of known consensus
- LaneACT is effective in having hard conversations and reaching difficult decisions while maintaining positive relationships among members and communities
- Transportation corridors throughout the LaneACT are appropriately considered
- LaneACT can quickly respond to opportunities as they arise
- LaneACT is successful in leveraging resources
- LaneACT maintains ongoing relationships and discussions with local, regional, and statewide transportation decision makers

- LaneACT defines and implements actions to improve its sphere of influence

A review of LaneACT’s purpose and mission as set forth in the bylaws may help inform the discussion:

**PURPOSE:** Lane Area Commission on Transportation (LaneACT) is an advisory body established to provide a forum for stakeholders to collaborate on transportation issues affecting Oregon Department of Transportation (ODOT) Region 2, Area 5 (“Area”) and to strengthen state/local partnerships in transportation.

**MISSION:** The mission of LaneACT is to:

1. Provide a local forum for sharing information, understanding, coordinating, and gaining consensus around transportation plans, policies, projects and funding;
2. Engage key stakeholders and the general public with a process consistent with state and federal laws, regulations and policies;
3. As applicable, consider all modes and aspects of the transportation system, including air, marine, rail (freight and passenger), road, transit, bicycle, pedestrian, and pipelines;
4. Review and monitor the condition of the Area’s transportation system, using appropriate benchmarks;
5. Recommend short- and long-term transportation investment priorities based on state and local plans and addressing identified needs of the Area’s transportation system while balancing local, regional and statewide perspectives; and
6. Communicate and coordinate regional recommendations, priorities and activities, and collaborate with other organizations and interests, including as applicable the Central Lane Metropolitan Planning Organization (CLMPO), other ACTs, the OTC, ODOT advisory committees, the Regional Solutions Team, regional partnerships and investment boards, state legislators, Oregon’s congressional delegation, and other agencies and stakeholders.

### **Attachments**

1. *ODOT Area Strategies Guidelines.*

# Area Strategies Pilot Guidelines

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## Introduction

These guidelines were created as a preliminary conceptual guide for Area Commissions on Transportation (ACTs) to pilot the development of area strategies with support from ODOT staff. Area strategies will be living documents created and maintained by ACTs that articulate regional transportation priorities from a statewide approach, serving to further inform the advisory role ACTs provide to the Oregon Transportation Commission (OTC). Piloting is needed to inform further refinement of these guidelines, where lessons-learned can be utilized to address questions related to facilitation of area strategy development and defining appropriate timeframes for reevaluating strategies. If piloting efforts are deemed successful by the Transportation System Leadership Council (TSLC), these guidelines will become a dynamic document to be refined as further insights and lessons are learned from area strategy development throughout Oregon. It is recognized that there are unique needs and political context within each of the ACTs that area strategies will need to address, however, these guidelines are purposefully designed to be broadly applicable across all ODOT regions.

The intent of these guidelines is to provide a framework to be used within and potentially across Areas to find agreement on key system priorities, helping ACTs to define what is most important in their Area given limited funding. The process is not intended to duplicate local or regional planning efforts or to create a comprehensive needs list, but rather should result in the development of a list of prioritized key strategic investments, regardless of jurisdictional boundaries. An Area Strategy can be used to inform legislative leaders and the OTC around future funding packages, as well as inform funding priorities for current and future STIP cycles. Other potential benefits include the opportunity to identify and clarify critical priorities in need of planning and preliminary work, clarification of critical priorities for future grant requests, increased transparency and promoting cross-Area and regional engagement.

## Overall Objectives

Area strategies should reflect:

- Regional, system-wide or statewide significance
- A corridor based approach to investment decisions
  - System-wide benefits by addressing gaps in networks, prioritizing key connections, and improving overall statewide system efficiency
  - Reflecting regional priorities, including across ACT and regional boundaries
  - Supported via existing data, studies or analysis, with clear benefits (both quantifiable and qualitative)
- Consistency with adopted State and local plans. Examples include:
  - Transportation System plans (TSP)
  - Regional Transportation Plans (RTP)
  - State facility plans: Corridor Plans, Access Management Plans, Interchange Area Management Plans, etc.

- Projects and programmatic objectives should be consistent with the seven goals of the *Oregon Transportation Plan (OTP)*:
  1. Mobility and Accessibility
  2. Management of the System
  3. Economic Vitality
  4. Sustainability
  5. Safety and Security
  6. Funding the Transportation System
  7. Coordination, Communication and Cooperation

## Strategic Investment Categories, Programs and Benefits

### Highway Modernization Category

Strategies within this category should primarily concentrate on state-highways, but may also include off-highway and off-system improvements addressing a known problem affecting the statewide highway system (see OHP policy 2B). Emphasis should be principally placed on high-priority projects identified in State and local planning documents. Capital improvements within this category should have a long term service-life consistent with a 20-year planning outlook and goals of the OTP and OHP, for example, selected projects should evaluate how they are or are not consistent with the *Oregon Statewide Transportation Strategy* which outlines many potential strategies aimed at reducing greenhouse gas (GHG) emissions.

The majority of projects highlighted in an area strategy should also be referenced in local plans, such as TSPs or RTPs, however it is recognized that in some cases there are studies or recent findings that can inform area strategy development as well. There is also an opportunity for area strategies to identify emerging transportation issues yet to be discussed in local plans, where strategies might call for additional studies or refinement plans to help inform area priorities.

- **Planning Guidance & Inputs:**
  - *Oregon Highway Plan*
  - Local TSPs & RTPs
  - State Facility Plans
- **Primary Benefits of Potential Investments:**
  - Safety
  - Improve Mobility/Reliability
  - System Management & Efficiency
  - Economic Vitality

### Non-Highway Modernization Category

Strategies in the Non-Highway Modernization category focus primarily on pedestrian and bicycle, multimodal and transit priorities that address a known problem affecting regional or statewide transportation systems. Mainly concentrating on capital investments, strategies should generally focus on corridor-wide improvements meeting program-level goals such as closing critical gaps in the network, or improving transit reliability along a corridor. Statewide and Regionally significant projects may also be included such as regional paths and trails, statewide bike routes, or high

capacity transit projects such as light rail or BRT. Area strategies should also include a plan for addressing operation costs, particularly with transit improvements. Close coordination with local transit agencies and consistency with local Transit Development Plans is necessary to ensure area strategies reflect regional transit priorities.

- **Planning Guidance & Inputs (including but not limited to):**
  - *Oregon Bicycle and Pedestrian plan*
  - *Oregon Public Transportation Plan*
  - Local TSPs & RTPs
  - Transit Development Plans (TDP's)
  - State Facility Plans
  
- **Primary Benefits of Potential Investments:**
  - Safety
  - Environmental Stewardship
  - Health
  - Multi-Modal Connections
  - Mobility & Accessibility
  - Economic Vitality
  - Equity

### Operations Category

Strategies in the Operations category should focus on programmatic actions to specific areas or corridors where improved efficiency will have regional benefits or enhance overall statewide system performance. Analysis of the most current available Operations data should inform area priorities, highlighting corridors exhibiting common operational deficiencies that can benefit from a systematic operational approach rather than identifying individual site specific projects. Analysis may also be needed to quantify, to the extent practicable, the benefits of operational improvements to the statewide transportation system. Operational improvements to the transportation system can be a cost-effective alternative to adding lanes for capacity, while also offering a tool to reduce GHG emissions and improve safety both regionally and statewide.

- **Planning Guidance & Inputs:**
  - *Oregon Highway Plan*
  - *Statewide ITS plan*
  - Local TSPs & RTPs
  - State Facility Plans
  - Data-driven project selection systems
  
- **Primary Benefits of Potential Investments:**
  - Safety
  - System Efficiency
  - Management of the System
    - Intelligent Transportation Systems (ITS)

## Safety Category

Area strategies addressing safety should be consistent with the *Oregon Transportation Safety Action Plan (TSAP)*, including the State's vision of achieving no deaths or life-changing injuries on Oregon's transportation system by 2035. Analysis of the most current safety & crash data should inform area priorities, highlighting corridors that can benefit from a systematic and programmatic approach to safety concerns rather than recommending specific projects. The aim is to achieve greater cumulative benefits on a corridor basis rather than individual hot spots. While an area strategy may include direction on strategic safety investments within the Area, inclusion as part of a strategy does not guarantee that a specific project will be selected thru the competitive selection process. As per the Oregon TSAP, the safety of all modes of transportation must be taken into consideration.

- **Planning Guidance & Inputs:**
  - *Oregon Transportation Safety Action Plan (TSAP)*
  - Local TSPs & RTPs
  - State Facility Plans
  - Data-driven project selection systems
- **Primary Benefits of Potential Investments:**
  - Safety
    - Reducing Fatalities and Serious Injuries

## Natural Hazards Category

Strategies in the Natural Hazards category focus primarily on seismic hazards and adaptation to natural hazards associated with extreme weather events. Data driven asset management systems can be used to identify corridors warranting higher prioritization due to reoccurring climate stressors like extreme precipitation, sea-level rise, and extreme temperatures and wildfires.

Seismic hazards are discussed in more detail in *The Oregon Seismic Lifelines Evaluation, Vulnerability Synthesis, and Identification Report* which summarizes the seismic vulnerability of our statewide transportation system. It presents a list of tiered seismic lifeline routes that would serve a critical role in the event of a major seismic event and provide redundant access regionally and throughout the state. Area strategies aimed at resilience to seismic events should place high priority on seismic lifeline routes within their respective area. The focus in this category is again to develop a systematic and programmatic approach for critical corridors to address system resiliency, not identify specific projects.

- **Planning Guidance & Inputs:**
  - *Oregon Highway Plan*
  - Oregon Seismic Lifelines Evaluation, Vulnerability Synthesis, and Identification
  - Local TSPs & RTPs
  - State Facility Plans
  - Data-driven project selection systems
- **Primary Benefits of Potential Investments:**
  - Sustainability

- Management of the System
- Mobility and Accessibility
- Economic Vitality

### Rail, Air and Marine Category

Strategies in this category should concentrate on improving the flow of commerce and promoting economic development by supporting connections between heavy rail, air and marine modes of transportation, and supporting a better integrated transportation system. The strategy could be comprised of both specific projects and more programmatic objectives as appropriate. Specific projects highlighted in area strategies should be derived from some type of planning process such as a local master plan, Transportation System Plan (TSP) or statewide modal plan..

One potential source of funding for such non-highway improvements is the Connect Oregon program, however other funding sources may be available. Connect Oregon is a competitive grant program that can be utilized to make investments in freight infrastructure and connections for the modes of transportation discussed above. Area Strategies can include key strategic investments that could be eligible for future Connect Oregon grant cycles such as a new multimodal freight facility or rehabilitation at a key regional airport or marine terminal.

- **Planning Guidance & Inputs:**
  - *Oregon Freight Plan*
  - *Oregon State Rail Plan*
  - *Oregon Aviation Plan*
  - Local TSPs & RTPs
- **Primary Benefits of Potential Investments:**
  - Economic Vitality
  - System Efficiency
  - Mobility & Accessibility
  - Management of the System

<p><i>July 10, 2018</i></p> <p><b>RECESS</b></p>	<p><i>August 14, 2019</i></p> <ul style="list-style-type: none"> <li>• Environmental Land Use Stakeholder Appointment</li> <li>• Safe Routes to Schools Grants Update</li> <li>• Transportation &amp; Growth Management Grants Update</li> <li>• STIF Grants Update</li> <li>• Legislative Update</li> </ul>	<p><i>September 11, 2019</i> <i>(meet in Florence)</i></p> <ul style="list-style-type: none"> <li>• ODOT Director Update</li> <li>• Visioning Process</li> <li>• Florence Tour and Presentation</li> </ul>
<p><i>October 9, 2019</i></p> <p>NO MEETING</p>	<p><i>November 13, 2019</i></p> <ul style="list-style-type: none"> <li>• Establish Nominating Committee</li> <li>• ODOT ADA Program Update</li> <li>• OTC Workshop Preparation-Area Strategy Pilot Guidelines</li> <li>• Member Presentation</li> </ul>	<p><i>December 11, 2019</i></p> <ul style="list-style-type: none"> <li>• OTC Workshop Preparation</li> <li>• Nominating Committee Report and possible election</li> <li>• Trucking Recruitment</li> </ul>
<p><i>January 8, 2020</i></p> <ul style="list-style-type: none"> <li>• Election of officers</li> <li>• Eugene to Florence Transit Update</li> <li>• OTC Workshop Report</li> <li>• Visioning Update</li> <li>• Member Presentation</li> </ul>	<p><i>February 12, 2020</i></p> <ul style="list-style-type: none"> <li>• Lane County and MPO Safety Plan Implementation Update</li> <li>• ODOT Against Human Trafficking</li> <li>• FLAP Grants</li> <li>• Member Presentation</li> </ul>	<p><i>March 11, 2020</i></p> <ul style="list-style-type: none"> <li>• Member Presentation</li> <li>• Norway Case Study Bicycle Infrastructure</li> <li>• ITS Plan</li> <li>• Beltline Project Update</li> <li>• Portland Projects Update</li> </ul>
<p><i>April 8, 2020</i></p> <ul style="list-style-type: none"> <li>• OTC Commissioner Callery</li> <li>• Member Presentation</li> <li>• Millersburg Rail to Truck</li> </ul>	<p><i>May 13, 2020</i></p> <ul style="list-style-type: none"> <li>• Member Presentation</li> </ul>	<p><i>June 10, 2020</i></p> <ul style="list-style-type: none"> <li>• FY 2020-21 Work Plan</li> <li>• Member Presentation</li> </ul>

The topics listed are tentative and subject to change.



2019-2020

**Future potential topics** (schedule to be determined)

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## LaneACT Attendance 2019-2020

Stakeholder	JUL'19	AUG'19	SEP'19	OCT'19	NOV'19	DEC'19	JAN'20	FEB'120	MAR'20	APR'20	MAY'20	JUN'20
Coburg		X	X		X							
Cottage Grove		X	X		X							
Creswell		X	X		X							
Dunes City		A	A		A							
Eugene		X	X		X							
Florence		A	X		X							
Junction City		A	A		A							
Lowell		X	X		X							
Oakridge		X	A		A							
Springfield	R	X	A	R	X							
Veneta	E	X	X	E	X							
Westfir	C	A	A	C	A							
Lane County	E	X	X	E	X							
Port of Siuslaw	S	A	A	S	A							
Lane Transit District	S	X	X	S	X							
CTCLUSI		A	X		X							
ODOT Area 5		X	X		X							
Central Lane MPO		X	X		X							
Lane County TrAC		X	X		X							
Highway 126 E		X	X		X							
DS Vacant as of Nov.		A	A		A							
DS Rail		X	A		X							
DS Bike/Ped		X	X		A							
DS Envir LU		X	X		X							
OS - Eugene Organ		X	A		X							
OS - George Grier		X	X		A							
OS-Teresa Roark		X	A		A							
OS - Shelley Humble		X	A		X							
OS - NOT UTILIZED												
TOTAL	No Meeting	22	17		19							



**Lane Area Commission on Transportation**

859 Willamette Street, Suite 500, Eugene, Oregon 97401  
541.682.4283 (office)

**Membership 2019-20**  
Last Update December 1, 2019

Jurisdiction	Member	Email	Phone	Address
<b>Lane County</b>				
Primary Rep	Heather Buch Commissioner	<a href="mailto:Heather.Buch@co.lane.or.us">Heather.Buch@co.lane.or.us</a>	541.682.4203	125 E 8 <sup>th</sup> Avenue, PSB Eugene, OR 97401
Alternate Rep	Jay Bozievich Commissioner	<a href="mailto:jay.bozievich@co.lane.or.us">jay.bozievich@co.lane.or.us</a>	541.682.3719	125 E 8 <sup>th</sup> Avenue, PSB Eugene, OR 97401
<b>Coburg</b>				
Primary Rep	Ray Smith Mayor	<a href="mailto:coburgray@gmail.com">coburgray@gmail.com</a>	541.485.3498	32789 E Thomas Street Coburg OR 97408
Alternate Rep	TBD			
<b>Cottage Grove</b>				
Primary Rep	Jeff Gowing Mayor	<a href="mailto:mayorgowing@cottagegrove.org">mayorgowing@cottagegrove.org</a>	541.510-5992	337 N. 9 <sup>th</sup> St. Cottage Grove OR 97424
Alternate Rep	Mike Fleck Councilor	<a href="mailto:councilorfleck@cottagegrove.org">councilorfleck@cottagegrove.org</a>		923 S. U Street Cottage Grove OR 97424
<b>Creswell</b>				
Primary Rep	Misty Inman Councilor	<a href="mailto:minman@creswell-or.us">minman@creswell-or.us</a>	541.895.2531	PO Box 276 Creswell OR 97426
Alternate Rep	Maddie Phillips City Planner	<a href="mailto:mphillips@creswell-or.us">mphillips@creswell-or.us</a>	541.895.2913	PO Box 276 Creswell OR 97426
<b>Dunes City</b>				
Primary Rep	Robert Orr Councilor	<a href="mailto:robertvorr@gmail.com">robertvorr@gmail.com</a>	541.997.3338	83541 Jensen Ln. Florence, OR 97439
Alternate Rep	Jamie Mills City Recorder	<a href="mailto:recorder@dunescityor.com">recorder@dunescityor.com</a>	541.997.3338	PO Box 97 Westlake OR 97493
<b>Eugene</b>				
Primary Rep	Claire Syrett Councilor	<a href="mailto:claire.m.syrett@ci.eugene.or.us">claire.m.syrett@ci.eugene.or.us</a>	541.682.8347	125 East 8 <sup>th</sup> Avenue 2 <sup>nd</sup> Floor, PSB Eugene OR 97401
Alternate Rep	Alan Zelenka Councilor	<a href="mailto:alan.zelenka@ci.eugene.or.us">alan.zelenka@ci.eugene.or.us</a>	541.682.8343	125 East 8 <sup>th</sup> Avenue 2 <sup>nd</sup> Floor, PSB Eugene OR 97401

<b>Florence</b>				
Primary Rep	Joe Henry Mayor	<a href="mailto:joe.henry@ci.florence.or.us">joe.henry@ci.florence.or.us</a>	541.999.2395	250 Hwy 101 Florence OR 97439
Alternate Rep	Mike Miller Public Works Manager	<a href="mailto:mike.miller@ci.florence.or.us">mike.miller@ci.florence.or.us</a>	541.997.4106	250 Hwy 101 Florence OR 97439
<b>Junction City</b>				
Primary Rep	Mark Crenshaw Mayor	<a href="mailto:markcrenshaw@comcast.net">markcrenshaw@comcast.net</a>	541.998.2153	PO Box 250 Junction City OR 97448
Alternate Rep	Jim Leach City Council	<a href="mailto:leaco@comcast.net">leaco@comcast.net</a>	541.998.8489	385 Timothy Street Junction City OR 97448
<b>Lowell</b>				
Primary Rep	Don Bennett Mayor	<a href="mailto:donbennett47@q.com">donbennett47@q.com</a>	541.937.2312	540 Sunridge Lane Lowell OR 97452
Alternate Rep	TBD			
<b>Oakridge</b>				
Primary Rep	Kathy Holston Mayor		541.782.2258	PO Box 1410 Oakridge, OR 97463
Alternate Rep	TBD			
<b>Springfield</b>				
Primary Rep	Sean VanGordon City Councilor	<a href="mailto:svangordon@springfield-or.gov">svangordon@springfield-or.gov</a>	541.221.8006	225 5 <sup>th</sup> Street Springfield OR 97477
Alternate Rep	Christine Lundberg Mayor	<a href="mailto:mayor@springfield-or.gov">mayor@springfield-or.gov</a>	541.520.9466	2031 Second Street Springfield OR 97477
<b>Veneta</b>				
Primary Rep	Calvin Kenney City Council	<a href="mailto:ckenney@ci.veneta.or.us">ckenney@ci.veneta.or.us</a>	541.935.2191	87827 Greenley St. Veneta OR 97487
Alternate Rep	Ric Ingham City Administrator	<a href="mailto:ringham@ci.veneta.or.us">ringham@ci.veneta.or.us</a>	541.935.2191	PO Box 458 Veneta OR 97487
<b>Westfir</b>				
Primary Rep	Dawn Hendrix Councilor	<a href="mailto:dmechelle@gmail.com">dmechelle@gmail.com</a>	541-782-3103	47365 1 <sup>st</sup> Street Westfir OR 97492
Alternate Rep	TBD			
<b>Confederated Tribes</b>				
Primary Rep	Chief Warren Brainard	<a href="mailto:wbrainard@ctclusi.org">wbrainard@ctclusi.org</a>	541.297.1655	1245 Fulton Avenue Coos Bay OR 97420
Alternate Rep	Jeff Stump	<a href="mailto:jstump@ctclusi.org">jstump@ctclusi.org</a>	541.888.9577	1245 Fulton Avenue Coos Bay OR 97420

<b>Port of Siuslaw</b>				
Primary Rep	Craig Zolezzi Board Commissioner	<a href="mailto:craig@zianw.com">craig@zianw.com</a>	541-915-4059	100 Harbor Street Florence OR 97439
Alternate Rep	David Huntington Manager	<a href="mailto:manager@portofsiuslaw.com">manager@portofsiuslaw.com</a>		100 Harbor Street Florence OR 97439
<b>Lane Transit District</b>				
Primary Rep	Don Nordin Board Member	<a href="mailto:don.nordin@ltd.org">don.nordin@ltd.org</a> <a href="mailto:dnordin@efn.org">dnordin@efn.org</a>	541.942.7895 (C)	239Adams Avenue Cottage Grove OR 97424
Alternate Rep	Aurora Jackson General Manager	<a href="mailto:aurora.jackson@ltd.org">aurora.jackson@ltd.org</a>		PO Box 7070 Springfield OR 97475
<b>ODOT Area Manager</b>				
Primary Rep	Frannie Brindle Area 5 Manager	<a href="mailto:frances.brindle@odot.state.or.us">frances.brindle@odot.state.or.us</a>	541.726.5227 (W)	1121 Fairfield Ave. Eugene OR 97402
Alternate Rep	Bill Johnston Area 5 Planner	<a href="mailto:Bill.W.JOHNSTON@odot.state.or.us">Bill.W.JOHNSTON@odot.state.or.us</a>	541.747.1354 (W)	1121 Fairfield Ave. Eugene OR 97402
<b>Central Lane MPO</b>				
Primary Rep	Paul Thompson Transportation and Infrastructure Program Manager	<a href="mailto:pthompson@lcog.org">pthompson@lcog.org</a>	541.682.4405 (W)	859 Willamette St., Suite 500 Eugene OR 97401
Alternate Rep	Brenda Wilson Executive Director	<a href="mailto:bwilson@lcog.org">bwilson@lcog.org</a>	541.682.4395 (W)	859 Willamette St., Suite 500 Eugene OR 97401
<b>LC TrAC</b>				
Primary Rep	Gwen Jaspers TrAC Vice-Chair	<a href="mailto:burdock@efn.org">burdock@efn.org</a>		Email only.
Alternate Rep				
<b>Highway 126 East</b>				
Primary Rep	Charles Tannenbaum	<a href="mailto:caroltan@q.com">caroltan@q.com</a>	541.736.8575	40882 McKenzie Hwy Springfield OR 97478
Alternate Rep	Dennis Ary	<a href="mailto:dary@orcasinc.com">dary@orcasinc.com</a>	541.896.3059 (H) 541.953.8584 (C)	90399 Mountain View Ln Leaburg OR 97489

Designated Stakeholders					
Trucking	VACANT				Term Expires May 31, 2022
Rail	Patrick Kerr	<a href="mailto:pkerr@portofcoosbay.com">pkerr@portofcoosbay.com</a>	541.266.3706	125 Central Ave. Ste. 300 Coos Bay, OR 97420	Term Expires April 30, 2023
Bicycle & Pedestrian					
Primary Rep	Sarah Mazze	<a href="mailto:mazze_s@4j.lane.edu">mazze_s@4j.lane.edu</a>	541.790.7492	1975 W. 8th Ave, Eugene OR 97402	Term Expires January 10, 2022
Alternate Rep	Laughton Elliott-Deangelis	<a href="mailto:laughton.elliott-dea@springfield.k12.or.us">laughton.elliott-dea@springfield.k12.or.us</a>			Term Expires January 10, 2022
Environmental Land Use	Rob Zako	<a href="mailto:robzako@gmail.com">robzako@gmail.com</a>	541.343.5201 (H) 541.346.8617 (W)	1280-B East 28 <sup>th</sup> Ave Eugene OR 97403-1616	Term Expires June 30, 2019
Other Stakeholders					
	George Grier	<a href="mailto:ggrier@efn.org">ggrier@efn.org</a>	541.726.6131	1342 ½ 66 <sup>th</sup> Street Springfield OR 97478	Term Expires June 30, 2021
	Eugene Organ	<a href="mailto:eorgan@lilaoregon.org">eorgan@lilaoregon.org</a>	541.683.6556 (H) 1.866.790.8686 (W)	2850 Pearl Street Eugene OR 97405	Term Expires June 30, 2021
	Teresa Roark	<a href="mailto:teresairoark@gmail.com">teresairoark@gmail.com</a>	503.931.7624	PO Box 3678 Eugene, OR 97403	Term Expires January 10, 2022
	Shelley Humble	<a href="mailto:shumble@creswell-or.us">shumble@creswell-or.us</a>	541.895.2913 (W) 541.953.9197 (C)	PO Box 276 Creswell OR 97405	Term Expires June 30, 2021
	VACANT				